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1. Available on loan from the CIA Library is a booklet entitled "Port of Colombo Annual Report for 1949," being an administration report of the Chairman, Colombo Port Commission, printed in June 1950, at the Ceylon Government Press, on order of the Government.
2. This booklet sets forth the activities of the Colombo Port Commission, and contains data on administration, personnel, port development and operation, shipping, exports and imports, dock and harbor facilities, etc.

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PORT OF COLOMBO

ANNUAL REPORT
FOR 1949

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PART I—CIVIL (D)

**Administration Report of the Chairman,
Colombo Port Commission,
for 1949**

(*Lt.-Col. P. A. J. HERNU, M.Inst.T.*)

JUNE, 1950

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COLOMBO PORT COMMISSION

ADMINISTRATION REPORT, 1949

A.—GENERAL ADMINISTRATION

THE continued rise in the trade of the Port added considerably to the work of the department during the year. It is becoming more and more difficult for the General Administration and Technical Services of the department to cope with the ever-increasing volume of work as the trade of the Port increases. Increases in staff are already of vital necessity in order to maintain efficiency.

The added commitments in administering the Port, which will have to be assumed by the department when the new Port Act becomes law, bring to a head an unsatisfactory state of affairs that has existed ever since the Colombo Port Commission took over responsibility for the administration of the Port from the Customs in 1942, when Defence Regulations were introduced.

The technical nature of the work of the General Administration of the Port, coupled with the fact that the Port works 365 days in the year, necessitate a completely changed outlook in the methods of staff recruitment and conditions of work of the clerical staff. In any Port of this magnitude, it should be obvious to anyone even without a detailed knowledge of Port Operation and Administration, that it could not be run efficiently if its administrative services were to enjoy a large number of statutory holidays annually, quite apart from Sundays and 4—6 weeks normal leave. Neither could it be denied that experience in ships and matters shipping is a very necessary requirement in staff employed by a Port Authority. Yet it may surprise many people to know that in Colombo the Port closes down administratively for 77 days in the year, except for a skeleton staff, and that the clerical staff is indiscriminately interchanged with other Government Departments.

Port Administration work is as highly specialised as that of the Railway, Customs and the Post and Telegraph Departments and nobody would dream of transferring clerical staff between these three departments for obvious reasons. If the Port of Colombo is to be efficiently run under the new Port Act, it is of vital importance that it should have a "closed" service and the conditions of service should be similar to that of the Customs with whom, naturally, the Port Commission works side by side in the Port.

I. Port Development

In March the Chairman proceeded on a tour of Far Eastern, American, British and Continental Ports for the purpose of studying quay and pier lay-out, warehousing, mechanical plant and other aspects of handling cargo in modern ports in connection with the Port Development Plans for Colombo. Much useful information was thereby obtained and an Interim Report has already been made to the Hon. the Minister of Transport and Works on the 23 Ports which were visited. A further report is being prepared, which will bring out the technical aspects of the subjects which were studied and recommendations made for ships in Colombo.

After four years of solid work, the end of the year under review saw the completion of the final preliminaries for the commencement of the development of the Port, which was initiated in January, 1946. The Contract Documents were completed in November and were taken up by 17 Firms of Contracting Engineers of world-wide repute and previously approved by our Consulting Engineers. The closing date for tenders has been fixed for April 21, 1950.

II. Port Administration

The preparation of the Port of Colombo (Administration) Act has now been completed and it is probable that it will receive Assent early in the new year. This legislative measure will place the administration of the Port in the hands of the Port Authority, instead of the Customs, and will bring to an end, after a period of over 70 years, a curious and, probably, unique method of Port Administration. It will now be possible, with the new legislation, to carry out the normal tasks of a Port Authority, namely, the provision of modern Port facilities for the retention of existing trade and for seeking other ways and means of developing and encouraging new trade to the Port.

Many people overlook the fact that a Port is essentially a commercial undertaking and, as such, it must make every effort to retain its customers and to attract new ones. On its success, or otherwise, depends the degree of prosperity of the City in general and the Port business community in particular, be they Agents of Shipping Lines, Importers, Exporters or other Undertakings engaged in cargo handling, engineering, ship chandling activities, etc. In other words, if the Port is efficiently administered, as it can be under the new legislation, the benefits which will accrue will go not only to the Port community and the City, but it will also be felt by the country in general.

III. Port Operation

During the year under review, the trade of the Port continued the upward trend which commenced in 1947. There was an increase of 21 per cent. in the number of ocean-going ships which called at the Port. The supply of oil bunkers and of water to ships showed satisfactory increases, viz., 52 per cent. and 33 per cent. respectively, compared with the figures for 1948. The passenger traffic of the Port also increased considerably. A total of 286,148 passengers passed through Colombo in 1949, an increase of 88 per cent. over the figures for 1948. Statistics relating to the trade of the Port appear in the Appendices to this Report and they all go to show that 1949 has been a very satisfactory year.

The services and facilities of the Port continued to be maintained satisfactorily, notwithstanding the serious shortage of technical staff. It must be recorded that had it not been for the fact that existing staff have shown a very high sense of duty in carrying on under very difficult circumstances, I think that certain services would have had to be curtailed and even suspended.

Generally speaking, there was an absence of labour disputes amongst commercial labour in the Port. The only manifestations of unrest in the harbour took place in November, when stevedore labour refused to work ships at night. The reason for this was that the workers took exception to the fact that their overtime earnings were taken into account in computation of their monthly minimum wage. Although this was in accordance with the provisions of the Wages Board Ordinance, a compromise was reached and the men resumed work shortly after Christmas.

IV. Finance

The Revenue of the department during the financial year 1948-49 amounted to Rs. 13,685,312, which was an increase of about 37 lakhs of rupees over the previous year. This increase was mainly due to two factors—

- (1) the surcharge of 60 per cent. on the Colombo Port Commission rates to cover expenditure on cost of living allowance; and
- (2) general increase in shipping and improvement of trade.

The surcharge of 60 per cent. became effective from July 28, 1948, on all charges except on Port dues, Harbour dues and Warehouse rent. It was unfortunate that the necessary authority to increase these charges was delayed and,

further, had to await gazetting under the Customs Ordinance. They were finally introduced on March 29, 1949, so that the revenue of the department only benefitted by these increased charges for six months of the financial year.

The expenditure for the financial year 1948-49 amounted to Rs. 11,721,531. Compared with expenditure, the revenue earned by the department during this period was Rs. 13,685,312, resulting in a surplus of nearly twenty lakhs of rupees.

Considerable economies were effected during the year by cuts in overtime expenditure. This accounts for the downward trend of expenditure in 1948-49 in Recurrent Votes, although there was an increase of expenditure on Special Items. All items of expenditure continue to be carefully watched and whenever possible, reduced, providing, of course, that it does not affect efficiency or the provision of Port facilities.

Although the financial situation of the department has been much improved, the work of the revision of charges for Port facilities continues and it is hoped that a completely revised and simplified Booklet of Charges will be available to the public early in 1950.

Appendix "A" gives the figures of Revenue and Expenditure for the past nine years and the estimated Revenue and Expenditure for 1949-50. Further details are given in Appendix "B".

V. General

Due to the shortage of technical staff, it was impossible to complete within the year, as originally planned, the equipment for the mechanical handling of coal. Under normal staff conditions, the department would have itself built the two new 1,000-ton capacity coconut oil storage tanks, which brings the storage capacity of the Port for this commodity to 4,760 tons. Due, however, to shortage of staff this work, as well as the completion of the coal handling equipment, had to be given out to a Firm of private contractors.

The construction of a further 87 houses on the department's Housing Estate at Bloemendhal was completed by the end of the year and this brought to a total of 117 the number of houses built to date.

During the absence of the Chairman who was away on leave out of the Island for nine months, Mr. D. R. Rutnam, O.B.E., B.A. (Cantab), I.C.S., (Retd.) acted in that capacity.

B.—DEPARTMENTAL REPORTS

I. Secretary

In order to fill vacancies in the ranks of technical officers, advertisements were published in U.K., India and Australia. The response to these advertisements is being eagerly awaited, as this department finds it increasingly difficult to function efficiently with so many posts unfilled. It will also reveal whether the revised salaries are sufficiently attractive to persuade Engineers to apply.

The salaries of technical officers, a long standing problem, was at last settled, though not quite satisfactorily, by revised salary scales being given to technical officers of this department for the posts of Engineers, Pilots and Masters of Tugs.

An inquiry into allegations of bribery was held by the Hon. Mr. A. E. Goonesinha, Minister Without Portfolio, with the approval of the Hon. the Minister of Transport and Works. Employees were given every facility to make their complaints direct to the Hon. Mr. Goonesinha, who had access to the relevant files in this office. The result, however, was the same as that arrived at after the inquiry carried out by Mr. C. E. P. Jayasuriya, C.C.S., in 1946. No case of bribery could be proved.

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On the instructions of the Chairman, the revision of the charges of this department for the use of Port facilities, commenced in 1948, is continuing, as in many cases the existing charges, which were fixed long ago, are insufficient to cover the cost of operating these facilities today.

(a) *Colombo Port Commission Subordinate Officers' Scheme*.—The proposal for the introduction of a closed service of technical and clerical officers for this department has been postponed by the Treasury, who wish the matter brought up before the 1951 Salaries Commission. This delay is unfortunate, because the need for a non-transferable service in a technical department like the Port Commission, is pressing and will be a vital necessity when the new Port Administration Bill becomes law.

(b) *Office Re-organisation and Welfare*.—The division of the Port Control Department into Traffic and Labour Departments took place with effect from February 1. The two new departments were moved from the Passenger Jetty building to the Head Office, which had been re-organized and re-furnished to make space for them.

This department led the way in an anti-Tuberculosis drive. The B.C.G. test was carried out on all its officers by a team of experts from Scandinavia, through the co-operation of the Medical Department.

(c) *Staff*.—On Capt. G. C. Harper, R.N. (Retd.), assuming duties as Master Attendant in July, it was decided by the Ministry that the post of Deputy Master Attendant should remain temporarily unfilled, as an experiment, and that the Master Attendant should have an Administrative Assistant to help him instead. The experiment is being carried out, but it is evident that it will not be a success. Two fully qualified Navigational Officers are required in this department, and the post of Deputy Master Attendant must be restored.

During the course of the year, two Welfare Officers were appointed. There will be much work for them to do in the workshops and elsewhere. Furthermore, this department now has, apart from a large number of quarters for its personnel on other sites, a fairly considerable Housing Estate at Bloemendhal, which is expanding every year. The assistance which the Welfare Officers can give in these concentrated centres of workers and their families will be invaluable.

(d) *Meetings* :—

(i) *Colombo Port Commission*.—Six Port Commission meetings were held during the year with an average attendance of twelve members out of a possible fifteen.

(ii) *Port Development Advisory Sub-Committee*.—Only one meeting was held during the year and that was on November 7, when Mr. R. D. Gwyther, Partner of the Firm of Consulting Engineers, Messrs. Coode, Vaughan-Lee, Frank & Gwyther, was present.

(iii) *Publications*.—The Port of Colombo Quarterly Review, which was created by our Chairman, continued to improve in quality and earned commendation and praise from Port Authorities and Firms throughout the world. The number of Advertisers is many and there is every indication that the publication will be a financial success.

(e) *Administrative Changes* :—

(Staff and Technical Officers in higher posts.)

(i) *Appointments*

Capt. G. C. Harper, R.N. (Retd.), Master Attendant.

Mr. D. W. Mason, Assistant Docking and Slipping Master.

Mr. G. F. Francis, Assistant Docking and Slipping Master.

Mr. K. J. Dyson, 1st Engineer, Tugs.

Mr. W. H. D. Perera, Traffic Manager (consequent on closing down of the Port Control Department).

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Mr. B. D. H. J. Silva, Labour Manager (on study leave in U.K. during 1949).

Mr. G. B. A. Ratnayake, Assistant Traffic Manager (consequent on closing down of the Port Control Department).

(ii) *Acting Appointments*

Mr. D. R. Rutnam, O.B.E., I.C.S. (Retd.), Acting Chairman, March 12 to December 7, during the absence on leave out of the Island of Lt.-Col. Hernu, Chairman.

Mr. E. N. E. Wakefield, Pilot, as Acting Master Attendant, March 25 to July 10, in addition to duties as Acting Deputy Master Attendant. (During this period, on Ministry instructions, Mr. W. R. Q. A. Fernando, an officer in E. C. C. Gr. II, was deputed to assist Mr. Wakefield).

Mr. E. C. de Alwis, Assistant Harbour Engineer (Buildings) as Chief Assistant Harbour Engineer with effect from November 29.

Mr. O. J. J. Watson, Assistant Harbour Engineer, as Assistant Harbour Engineer (Buildings) with effect from November 29.

Mr. C. W. V. Ferdinands, Additional Facilities Officer as Deputy Mechanical Superintending Engineer with effect from November 25.

Mr. J. Knox Brown, Mechanical Foreman, as Deputy Mechanical Superintending Engineer with effect from March 23 to October 12.

Mr. B. V. Ratnayake, Labour Inspector, who was acting as Chief Assistant Port Controller in the former Port Control Department, continued to act as Labour Manager during the period the Labour Manager, Mr. B. D. H. J. Silva, was on study leave in U.K.

Mr. G. B. A. Ratnayake, Assistant Traffic Manager, as Traffic Manager with effect from October 19.

(iii) *Promotions*

Mr. M. Namasivayam, Class IV to Class III of the Accountants' Service.

Mr. A. Normandale, 1st Master (Foreign-Going) to Pilot.

Mr. A. S. Pike, 2nd Master (Foreign-Going) to Pilot.

Mr. T. J. Mason, 1st Assistant Docking and Slipping Master to Docking and Slipping Master.

(iv) *Retirements*

Mr. T. Sivaprakasapillai, Chief Assistant Harbour Engineer.

Mr. E. St. J. Holt, Diver.

(v) *Leave*

Lt.-Col. P. A. J. Hernu, Chairman. Duty-cum-holiday leave from March 12 to December 7.

Mr. E. N. E. Wakefield, Pilot. Nine months leave in U.K. from December 1.

Mr. F. G. Sharp, Pilot. Seven months leave in U.K. from November 14.

Mr. C. W. V. Ferdinands, Additional Facilities Officer, leave from March 23 to October 12.

Mr. G. E. Hendrie, 1st Engineer, Dredger, six months leave in U.K. from July 11.

(vi) *Resignations*

Mr. D. W. Mason, Assistant Docking and Slipping Master.

Mr. E. C. Armstrong, 2nd Engineer, Tugs.

Mr. W. H. D. Perera, Traffic Manager.

(vii) *Transfers*

Mr. D. R. C. de Alwis, Electrical Engineer.

(viii) *Deaths*

Commander D. C. G. Neish, R.N. (Retd.), Master Attendant.

This department sustained a big loss with the death of Commander Neish on March 25, 1949. Commander Neish, who assumed duties as Deputy Master Attendant in 1937, very capably handled the additional responsibilities thrust upon this department during the war after he was appointed Master Attendant on November 15, 1939. Double berthing and triple berthing of ships were organised by him with the result that this Port was able to cope with the large convoys of ships that called here. He was also the Chief Examining Officer and was awarded the O.B.E. in recognition of his good work. Commander Neish was very popular in the department and his untimely death is deplored by everybody.

II. Master Attendant

After the death of the late Master Attendant, Commander D. C. G. Neish, R.N. (Retd.), O.B.E., Mr. E. N. E. Wakefield was appointed to act as Master Attendant in addition to occupying the post of Acting Deputy Master Attendant. Whilst he was acting in these two posts, on Ministry instructions, Mr. W. R. Q. A. Fernando (Head of the Establishment Branch) was appointed to assist Mr. Wakefield in administrative matters.

Capt. G. C. Harper, R.N. (Retd.) assumed duties as Master Attendant and Deputy Superintendent of Coastlights on July 11. Within a week of his arrival he visited the Outports and all the Coastlights of the Island and made certain suggestions for improvements. For want of a Deputy Master Attendant—that post having been suppressed shortly after his assumption of duties—the Master Attendant has not been able to make any inspections subsequently to ensure that his proposals for improvement have been carried out in the most efficient manner possible.

The personnel attached to this section of the department worked satisfactorily during the year. Overtime was rigidly cut and reduced to a minimum, but in operational service, where employees work in shifts of 24 hours and 12 hours, overtime can only be reduced when Treasury approves the proposals put forward to bring in an additional shift in the Tugs, operational launches and boats.

(a) *Shipping.*—The upward trend registered in the post-war period in the total number of ships calling at Colombo was maintained during the year. Figures for 1949 and the preceding year are given below:—

		1948		1949	
Naval vessels		156	...
Merchant vessels		2,065	...
Transports and Hospital ships		15	...
Sailing craft		377	...
		<hr/>		<hr/>	
Total	...	<hr/>		<hr/>	
		<hr/>		<hr/>	
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The nett tonnages of the merchant vessels, hired transports and the single Hospital Ship which entered Colombo during the year were 11,045,179; 698,134 and 4,205 respectively, amounting to a total of 11,747,518 tons, which is well over the total for the previous year, viz., 8,787,917 tons. In addition, the total displacement of naval vessels which called at Colombo in 1949 was 820,326 tons as against 659,965 tons in 1948. Of the ships that called at this Port, 2,301 were oil burners, 410 were coal fired and 10 used both coal and oil. Appendix "C" refers.

(i) *Length and number of vessels berthed.*—(Exclusive of Naval vessels).

- 62 vessels over 600 feet.
- 52 vessels between 550 and 600 feet.
- 272 vessels between 500 and 550 feet.
- 736 vessels between 450 and 500 feet.
- 1,003 vessels between 400 and 450 feet.
- 459 vessels under 400 feet.

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(ii) *Alongside berths* in the Port were utilised as indicated below. In comparing the figures for 1949 with those for the preceding year, a considerable increase in the use of alongside berthing facilities provided by the Port is noted.

			1948	1949
Guide Pier	...	...	63	123
Discharge Jetty	...	...	42	60
Oil Bunkering Jetty	...	...	31	67
Delft Quay	...	...	1	42
			<u>187</u>	<u>292</u>

Appendix "D" refers.

(iii) *Details of the occupation of the Graving Docks and the Slipways* during the year are given below, together with the figures for 1948:—

Facility used	No. of vessels		No. of ships days in occupation	
	1948	1949	1948	1949
Inner Dock	15	11	245	618
Outer Dock	46	46	253	366
Patent Slipway	40	42	263	415
Barge Slipway	9	6	92	31
Breakwater Slipway	13	14	—	112
Block Jetty Slipway	25	19	—	98

Two very interesting dockings were carried out when the m.v. "Thalatta" and the s.s. "Jagdamba" were dry-docked for examination and repairs. Both vessels had had the misfortune to run ashore damaging and holing their bottom plating and keels severely. The damage was so great that special precautions had to be taken when dry-docking them. It was particularly so in the case of the "Thalatta" when it was discovered that one third of the length of the vessel was not touching the blocks when she was supposed to be down fore and aft. It took two Dress Divers, working at high pressure, 4 days to pack up the vacant space between the keel blocks and what remained of the keel, before the dock could be pumped dry.

The largest vessel to enter the Graving Dock during the year other than H.M.S. "Mauritius" was the Tanker "Alfred Clegg".

Appendix "E" gives further details of the Docks and Slipways.

(b) *Pilotage Service*.—No accidents worthy of mention occurred during the year and the berthing of ships was carried out by our Pilots with the traditional efficiency of the Colombo Pilot Service.

(c) *Craft Building and Repair*.—The construction work taken in hand during the year included hulls for a new mooring boat for the Assistant Master Attendant at Galle and for the new Police launch, and the building of one of two 30-ft. rowboats for the Imperial Lighthouse Service. A flat-bottomed boat was built and handed over to the Irrigation Department and a rowboat was also built and despatched to the Assistant Master Attendant at Galle.

Launches and boats belonging to the Police, Customs and Fisheries Departments and to the Port Health Officer were slipped, cleaned, repaired, painted whenever necessary, and maintained in service throughout the year. The department also carried out work on Customs and Police launches at Trincomalee.

The Trawlers "Raglan Castle" and "Halpah" of the Fisheries Department were also slipped and had their bottoms cleaned and painted. In addition, maintenance work on these vessels was carried out during the year.

Besides the work referred to above, the Port Fire Brigade Firefloat "Phoenix" underwent maintenance repairs periodically.

(d) *Port Fire Brigade*.—During the year under review, the Port Fire Brigade answered fire calls on 12 occasions. The services of the Brigade were also utilised for fire-protection duties on 150 occasions, when the movement of dangerous cargoes was involved. The total number of such calls in 1948 was only 62. In view of this steep rise, it may not be possible to cope with demands in the future with the present cadre of personnel and equipment, if the services of the

Brigade are called upon by several parties at the same time. In addition, the Brigade also carried out salvage work, which forms part of their duties and 9 calls were answered to pump out water from damaged or sinking craft. Regular inspections and maintenance of fire-fighting equipment, ashore and afloat, were made by this unit.

Apart from the miscellaneous duties referred to above, the washing of warehouses, pumping operations at McCallum Locks, &c., were carried out.

The Port Fire Brigade personnel are now being trained in life-saving methods by a qualified Instructor from the Police Department.

(e) *Coastlights*.—The Ceylon Coastlights were maintained in good order during the year. All Coastlights were visited by the Deputy Superintendent (Master Attendant) during July and August. This inspection disclosed the very bad and neglected condition of the lightkeepers' quarters at Foul Point. Work in connection with the alteration of the Jaffna Obelisk was completed and the automatic light previously removed from the Hambantota light was installed in it and exposed on October 20. As a number of thefts had occurred at the Round Island Lighthouse, steps were taken to fit two strong iron doors to prevent further thefts.

(f) *Galle Harbour*.—The number of ships calling at Galle showed a considerable increase on the figures for the previous year. A total of 41 merchant ships with an aggregate nett tonnage of 158,422 entered and cleared the Port as against 36 vessels in 1948 with a nett tonnage of 136,672. This increase is due partially to the Food Department having diverted a few shipments of rice and flour to that Port. The handling of these cargoes in Galle has been extremely expeditious, as borne out by the fact that 16,908 bags or 1,056 tons of flour were discharged in 10 hours from the s.s. "Pacific Ranger" on December 30.

The surface of No. 1 Jetty was satisfactorily repaired. Slow and spasmodic progress, however, has been made with regard to the renewal of fenders on three other jetties, but it is hoped that this work will be taken in hand for completion by the P. W. D. early in 1950.

The obsolete crane on No. 2 Jetty was removed and the cranes on No. 3 Jetty were repaired. It is hoped that an additional crane at the root of No. 3 Jetty will shortly be made available to shippers of coconut oil.

The need for the proposed new Jetty for the Assistant Master Attendant's gear is as urgent as ever, but no action was taken by the P. W. D. in this matter during 1949.

Although provision was made for dredging operations to be carried out alongside the Jetties, this work was not resumed since operations were suspended at the beginning of March 1948, owing to lack of funds. This has resulted in a considerable amount of silting having occurred since then.

The south-west monsoon was severely felt in the harbour and it so happened that there was always a vessel in harbour during the worst periods, in consequence of which wear and tear of the moorings has been considerable.

III. Harbour Engineer

The year under review was one of increasing demand for Port facilities. This is borne out by the fact that statistics disclose that black oil discharge had increased by 55 per cent., crane usage by 20 per cent. and petrol imports by 30 per cent. Rail traffic also showed some increase. It must be stated, however, that all this additional work was carried out without any more assistance as regards staff on the mechanical engineering side than the recruitment of three foremen, without whom it would have been impossible to cope with the increase of work. It is considered that it will only be possible to increase the mechanisation of this department, providing that more men of the type mentioned above can be recruited.

Due to further retirements, it was necessary to promote staff before they were fully fitted to undertake the increased responsibilities entrusted to them, but generally speaking, those so promoted have discharged their duties satisfactorily.

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It is worthy of note that the first Ceylonese apprentice diver has been engaged in diving operations during the year.

A very considerable amount of time and trouble was taken in order to investigate grievances whenever expressed by the men and to put them to right. Two full-time welfare officers were engaged on this work, besides a Welfare Committee, which functioned throughout the year. During this period, the question of increasing rates of pay was brought up by the men at these meetings and there was undoubtedly disappointment on their part when it was realised that this department was not in a position to do anything about it.

The important matter of bribery was looked into, but, as usual, nothing could be proved, though a very serious amount of time was lost by staff officers in investigating complaints.

Time clocks were installed in the workshops and the new system appears to be working satisfactorily.

There was an increase in the number of accidents in the workshops. In 1948 there were 2,687 accidents and this number had increased to 2,945 in 1949. In an effort to reduce avoidable accidents, it is proposed to circulate safety first literature in the workshops and to start a Safety First Campaign, with the aid of posters. It is gratifying to note that the average number of men reporting sick daily was 50.2 as against 56.14 in 1948.

1. HARBOUR MAINTENANCE

(a) *Dredging*.—Dredging operations were resumed during the year, after a break of 1 year and 9 months, in the Guide Pier, Delft Canal and No. 1 berths and the Discharge and Outer bunkering Jetties. The total quantity dredged was 71,150 cubic yards of mud and sand. Inshore dredging was also carried out in the barge repairing basin, off the water meters at the root of the south-west breakwater and the extension arm. The dredger, "Sir William Mathews" was occupied during the year as follows:—

	Days.
Dredging operations ...	115
Maintenance work ...	38
Coaling and mooring operations ...	17
Docking and major overhauls ...	69
Laying up due to lack of staff ...	78
Sundays and holidays when no work was carried out ...	48
Total ...	<hr/> 365

(b) *Rock Removal*.—Further quantities of rock were removed from the Guide Pier berth in order to make the depth of water 33 feet at mean low water spring tides.

(c) *Quays and Jetties*.—The reconstruction of Pettah No. 2 Jetty and coaling Jetty No. 10, in which the old timber decks and beams were replaced with concrete, was completed. Repairs were carried out to coaling Jetties No. 1 and No. 2 with the use of the gunite machine (*i.e.*, cement gun), as the concrete beams were found to be badly damaged through corrosion of the reinforcement. The concrete surface of Baghdad Jetty No. 3 was repaired, as well as the fenders of various other quays and jetties, which were attended to as a routine measure. The reconstruction of Kochchikade Jetty No. 1 was commenced during the year, besides the casting of concrete blocks for the rebuilding of the Graving Dock Dolphin.

(d) *Buoys and Moorings*.—A considerable amount of attention was given to work in connection with the maintenance of buoys and moorings. It was found on inspection that the piles of moorings No. 22 and No. 23 were pulled and these were, therefore, taken up and relaid in new positions. To permit dredging operations mooring No. 1 was also pulled out and replaced, and moorings No. 5 and No. 57 were completely renewed. Mooring No. 39 was changed from "A" type to "B" type. It was also found necessary to change the pendant chains and buoys of moorings Nos. 2, 7, 11, 14, 17, 25, 28, 29, 39, 40, 47, 48, 49, 53, SS 2, SS 3, D 1, D 2, D 3, D 4 and TB 5. The work carried out in this connection, involved the changing of the buoys of thirty main moorings.

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The "Onagalla" Buoy and the "Hardingham" Wreck Buoy, which are situated out of the harbour, were renewed and several sunken craft lifted.

(e) *Watching*.—The general patrolling staff detected 55 cases of theft and also investigated 233 miscellaneous cases of assault, abuse, &c., which resulted in 26 cases of theft and 124 miscellaneous cases being proved and convictions obtained. During the year, the patrolling staff was strengthened by the recruitment of 3 Assistant Patrolling Officers.

(f) *Harbour Surveys and Soundings*.—Routine sweepings were carried out for clearing obstructions and for bringing up-to-date the contours of the harbour. A number of berths that had been dredged were swept and inshore soundings were taken in the harbour, as well as in the Beira Lake. The mouth of the Kelani River was surveyed monthly.

Further, weekly measurements of the work done by workers under the Unemployment Scheme were carried out.

2. OIL FACILITIES

There was greater use made of the Common Facilities Oil Scheme for discharging oil imports in 1949 than in the preceding year. The figures returned showed an increase of 55 per cent. and 32 per cent. in regard to the number of black oil tankers and white oil tankers respectively which made use of this facility to discharge their cargoes. It was found necessary, in view of this increase and the fact that the old 10" diameter pipe line required to be renewed, to make provision in the Estimates for 1950/51 for a new 14" diameter pipeline to be laid from the Port premises to the Oil Installation Depot at Kolonnawa.

No major works or improvements were carried out during the year under review, except that one span of the Ceylon Government Railway bridge at Nagalingam Street was removed and the pipelines laid on concrete piers.

A comparative statement of the oil discharged and pumped to the Kolonnawa Oil Depot during 1948 and 1949 is given below.

1948		1949	
53 Black Oil Tankers discharged:—		70 Black Oil Tankers discharged:—	
Fuel Oil ...	... 344,027 tons	Fuel Oil ...	... 587,482 tons
Diesel Oil ...	... 118,367 "	Diesel Oil ...	... 121,191 "
Total ...	<u>457,394 tons</u>	Total ...	<u>708,673 tons</u>
10 White Oil Tankers discharged:—		20 White Oil Tankers discharged:—	
Benzine ...	... 64,386 tons	Benzine ...	... 88,971 tons
Kerosine ...	... 32,315 "	Kerosine ...	... 45,468 "
Gas Oil ...	... 11,817 "	Gas Oil ...	... 21,175 "
Aviation Spirit ...	... 7,858 "	Aviation Spirit ...	... 3,404 "
Total ...	<u>116,376 tons</u>	Total ...	<u>154,018 tons</u>

The following is a statement of the transfers of oil from Kolonnawa—

(i) to Bloemendaal—1948

		1949	
Fuel Oil ...	... 205,307 tons	Fuel Oil ...	... 284,609 tons
Diesel Oil ...	... 40,656 "	Diesel Oil ...	... 57,514 "
Gas Oil ...	... "	Gas Oil ...	... 4,893 "
Total ...	<u>245,963 tons</u>	Total ...	<u>341,016 tons</u>

(ii) to Stanley Power Station—

Fuel Oil 19,926 tons	Fuel Oil 21,945 tons
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3. BULK COCONUT OIL SCHEME

Two new additional 1,000-ton capacity storage tanks were constructed at Summer Hill and were officially opened by the Hon. the Prime Minister. The Coconut Oil Pipeline was further extended to the Discharge Jetty to enable ships to load coconut oil at that Jetty, so that two loading points are now available to shippers. The total quantity of coconut oil shipped during the year amounted to 55,078 tons and it is very creditable to record that there was only a loss of 3 tons on the total tonnage handled. The tonnage handled, however, is very disappointing compared with the present large storage capacity of the Installation, which exceeds 4,700 tons.

4. RAILWAY

(a) *Traffic*.—The number of wagons handled during the year was 62,538 as against 63,680 in 1948. The number of metal trains run between the Mahara Quarries and the Port showed an increase in that a total of 150 trains were run in 1949 compared with 132 in 1948.

(b) *Rolling Stock*.—There was an improvement regarding the supplies of rails, but the shortage of timber sleepers continued to be experienced and to off-set this shortage, 1,100 concrete sleepers were made. 110 second hand and 17 new rails and 750 creosoted timber sleepers were received from the Railway and this quantity was further supplemented by the receipt of 157 rejected sleepers from the Forest Department.

Additions to the permanent way were made by the laying down of two new spur sidings, one 250 feet long to the Log Saw and the other, a double spur 400 feet long, to the new warehouses at the Coal Grounds.

For the use of the maintenance of tracks and new works, 208 rails, 1,250 concrete sleepers and 1,200 timber sleepers were used.

5. MECHANICAL SECTION

The workshops were fully employed throughout the year on maintenance work carried out on the mechanical facilities of the Port. A considerable amount of fabrication work was turned out in the workshops and in addition a large repair programme was carried out, which included repairs to railway wagons, warehouse doors, cranes, buoys, slipways, jetties, mooring chains, grabs, railway turnouts and crossings, tugs and the dredger. In this connection, particular mention should be made with regard to S/T "Hercules" which had the boiler furnaces jacked into their original positions and 6 suspension rings fitted.

The workshops also completed a 100-ton capacity water boat which was put into commission.

The following were added to existing plant, machinery and vehicles during the year:—

- One electrically driven saw and a bench.
- One trenching machine.
- One Diesel driven pump.
- One counter sinking machine.
- One guniting machine.
- One hydraulic press for the boiler shop.
- One echo sounder.
- One safe load indicator for cranes.
- One grinder.
- One coil winding machine.
- Two baggage lifts for Passenger jetty building.
- Four motor lorries, and
- Two generator sets for the electric welding plant.

The workshops also turned out steel frame work for the B. 1 Warehouse, six barrier gates and the Motor Lorry Service Station. Output also included a large amount of guttering, pipes, roof trusses, stanchions, &c.

Chain Testing.—An increase in the number of tests carried out during 1949 was registered compared with the previous year. A total of 1,163 tests were carried out in 1949 as against 699 in the preceding year. Of the tests made, 596 were on account of private companies and the Admiralty.

6. BEIRA LAKE

(a) *Dredging.*—Approximately 1,800 cubes of mud were dredged in the South-West Lake and used for the reclamation of land round the lake.

In addition to this, work in connection with the slabbing of the lake verges with concrete slabs was continued during the year. It was found necessary to have the sides of a large drain entering the south-west lake supported by sheet piling to prevent scour occurring during heavy rain storms.

(b) *Traffic.*—The following are the figures of the traffic handled through the Lake to Harbour Canal, which may be compared with the figures for 1948:—

		1948	1949
Lighters	...	8,046	8,725
Motor Launches	...	1,909	1,707
Steam Launches	...	7	18
Other craft	...	361	225
Total	...	<u>10,323</u>	<u>10,675</u>

7. ROADS AND BUILDINGS

(a) *Roads.*—The maintenance of tarmac and sett-paved roads within the harbour premises and the Kolonnawa Oil Depot was carried out throughout the year.

(b) *Buildings.*—The Building Section was engaged on the following new works:—

- Delft Mess Room.
- Boiler Shop Boutique.
- Garage for No. 2 Hill House.
- Tecalemit Hoist Shed.
- Spare parts store for Fitting Shop.
- Conversion of Hamilton hangars into warehouses.
- New Office for Charges Officer.
- Goat Pen.
- Re-roofing of "B" Block of Chalmers Granaries.
- Sewers at Elie House bungalows.
- Room accommodation for welfare amenities for C.G.R. personnel at Chalmers Granaries.
- Extensions to Fumigation office, Electrical Engineer's workshop and the loco shed, and Quarters for Overseers, Artisans and labourers at the Kolonnawa Oil Depot.

In addition to this, maintenance work and renovations were effected in respect of offices, mess rooms, bungalows, overseers', labourers' and artisans' quarters, warehouses, stores, lavatories and boutiques.

The Building Section also carried out a large programme under minor works and improvements and this included the Labour Registration Office, the lower deck of the Passenger Jetty, Clerks' Mess Rooms, Customs Offices and the Board Room.

The close of the year saw the completion of a large number of houses for departmental employees. They comprised—

- 4 Overseers' Quarters,
- 26 Artisans' Quarters,
- 52 Labourers' Quarters; and
- 5 Bungalows

which were erected at Kotahena, Bloemendhal, Kolonnawa Oil Depot and De Saram Place, Mutwal. The department purchased two aluminium houses, which were erected at Bloemendhal. There have been no serious complaints from their occupants, but it would appear that brick houses are preferred, if available.

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8. MAHARA QUARRIES

With the completion of the programme of casting concrete blocks for work under the Port Development Scheme, it was found necessary to transfer some 60 men from the Quarries to the harbour area. Production figures for the year were as follows:—

778 cubes of $\frac{1}{2}$ ton rubble.
4,096 cubes of 9" rubble.

Of the 4,096 cubes of 9" rubble, 3,030 cubes were issued to the breakers and they produced 2,472 cubes of metal. Issues made during the year amounted to—

756 cubes of $\frac{1}{2}$ ton rubble.
2,070 cubes of 9" rubble.
3,498 cubes of metal.

The practice of employing Unemployed Relief workers to remove overburden from the new quarry was continued. In addition to these workers, approximately 800 prisoners were employed throughout the year.

9. ST. JOHN'S STORE

Since the Stores were re-organised and bins obtained, there was found to be a general improvement in all aspects of storekeeping. A new feature has been the issuing of *priced* duplicate vouchers to all Stores Indenting Officers.

10. LOAN FUND EXPENDITURE

The casting of concrete blocks for 550 feet of the North-East Breakwater Quay (i.e., half its length) has been completed.

11. MECHANICAL COAL HANDLING PLANT

Two coal hoppers were built during the year and further additions to equipment were made when delivery was taken of 16 chase side dumpers and 4 Neal Grabbing Cranes. This equipment was further supplemented when 10 skips were made and the alterations necessary for the mechanical handling of coal were effected to the Floating Crane "Giraffe".

12. EXTENSION TO SOUTH JETTY, MUTWAL

Due to the encountering of bad foundation conditions necessitating alterations in design, the last portion of the Jetty has not yet been completed.

13. FISHERY HARBOUR

A Target Store and a Slipway were constructed at Fishery Harbour to replace these facilities which will be demolished when the North-East Breakwater Quay is built.

During the year, the engineering section carried out various other undertakings. One example was the supervision of the construction of two 1,000-ton capacity tanks for the bulk coconut oil installation built by Messrs. Walker, Sons & Co., Ltd. Attention was also given to the hydraulic aspects of the proposed North-East Breakwater Quay and the Oil Dock. After close investigation, the shape of the end of the North-East Breakwater Quay was redesigned and modified after the results of the tests carried out had been studied.

IV. Traffic Department

The division of the Port Control Department took effect on February 1, when the Traffic Section was separated from the Labour Section.

During the absence of Mr. W. H. D. Perera on sick leave from February 14, Mr. G. B. A. Ratnayake was appointed to act as Traffic Manager in addition to his own duties, and later when Mr. Perera resigned from the Public Service

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with effect from October 19, he was appointed to act as Traffic Manager. Mr. E. D. L'Almont, Traffic Superintendent, was appointed to act as Assistant Traffic Manager in succession to Mr. Ratnayake.

(a) *Traffic*.—An increase of 28 per cent. over the previous year was reflected in the tonnage of cargo handled through the Port. While in 1948, 1,124 vessels brought in 1,242,759 tons of cargo, during the year under review 1,444 vessels brought in 1,347,330 tons.

The annexed appendices (F/F1) (G/G 1) and (H/H1/H2) indicate the import and export tonnage figures of cargo, coal and oil respectively, handled by the Port in 1949. A statement showing the tonnage of water supplied to vessels is given at Appendix (I), while Appendix (J) shows tonnage that passed through the Lake to Harbour Canal.

(b) *Lighterage*.—Although the Lighterage Companies had undertaken to make every effort to prevent any further deterioration of their lighter fleets by exercising closer supervision and careful maintenance of existing fleets and to put into early commission those lighters undergoing repairs, together with new lighters under construction, no appreciable increase in the number of lighters available was observed. Indications are, however, that the Companies' efforts will reach fruition early in the coming year.

(c) *Warehouses and Clearance*.—A re-allocation of warehouses to the respective Landing Companies was made during the year. In this connection, it should be mentioned that the question relative to the increase of landing rates to enable Landing Companies to accept responsibility for cargo landed into the warehouses allocated to them, remained undecided at the close of the year.

In March very serious warehouse congestion was caused by the handling of an unprecedented number of foodships which had arrived simultaneously. The crisis was reached on March 15, as a result of the Director of Food Supplies not being able to clear food cargoes as expeditiously as they were landed, due to the fact that he lacked sufficient storage facilities outside the Port area. However, a scheme of co-ordination of work was evolved to deal with the situation. This proved successful and was reflected in improved clearance figures thereafter. The Director of Food Supplies continued to clear his cargoes satisfactorily until December, when once again congestion of food cargoes occurred in the warehouses. In spite of timely warning, the Food Department was unable to cope with the inflow of cargo with the inadequate transport facilities at their disposal.

The Clearance Section of the Traffic Department continued to function satisfactorily in spite of these difficulties, by acting in close liaison with the Landing Companies, Customs Authorities and the consignees. The Traffic Superintendent (Imports) ceased to attend meetings of the Railway Wagon Allocation Committee, as the position had eased considerably and the Railway Department was able to allocate sufficient wagons for the requirements of the Port.

(d) *Cranage*.—The total number of lifts made in 1949 was 1,207,957 which showed an increase of about 20 per cent. over the figures for the preceding year. Appendix "K" refers.

(e) *Port Commission Railway*.—Food and coal trains were worked throughout the year with the exception of four days. The increase in the tonnage handled in the preceding year was maintained in 1949. The figures for 1948 and 1949 are given below:—

	1948		1949
Inward	... 12,956 tons		... 13,426 tons
Outward	... 584,739 "		... 594,416 "
Mixed	... 33 "		— "
Total ...	<u>597,728 tons</u>		<u>607,842 tons</u>

Appendix "L" refers.

*With the Compliments of the Chairman,
Colombo Port Commission*

(f) *Scavenging and Conservancy.* All scavenging was done departmentally. During the year, 1,898 lorry and 135 tip wagon loads of scavenged rubbish from the Port were disposed of at the dumping ground at Bloemendhal.

(g) *Sanitation.*—All damaged cargo condemned by the Port Health Officer was removed in departmental lorries. The total quantity removed amounted to 693 tons 19 cwt., which was disposed of by dumping at Bloemendhal, as the Municipal Pulverising Plants were out of order.

Every precaution was taken to arrest the breeding of mosquitoes within the Port premises. Discarded tins and other water holding receptacles carelessly thrown about were collected and removed to the Dump.

All possible assistance was given to the Government Salvage Department to collect and transport articles of commercial value found in the scavenged rubbish. Rat destruction continued to be carried out by Municipal employes, assisted by the department.

(h) *Mechanical Plant.*—With a view to mechanising the handling of coal, certain appliances were provided during the year at the Coal Grounds. Two Hoppers of 40-ton capacity each were constructed for use on No. 8 Coaling Jetty for the purpose of loading coal into railway wagons. A number of 5-ton and 10-ton coal skips were also constructed for the scheme of handling coal mechanically ex Colliers, as well as for bunkering purposes, the equipment for the latter purpose being in the course of preparation.

V. Labour

(a) *Administration.*—The prompt settlement of labour disputes and the rigid application of the terms and conditions of service prescribed by the Competent Authority have minimised complaints to an appreciable degree during the past year and have also tended to reduce instances of stoppage of work. The relative absence of disputes and their prompt settlement whenever they occurred bear testimony to the wisdom of posting Labour Officers in the vicinity of working areas. The number of complaints dealt with in 1949 was 8,852 compared with 6,840 in 1948.

(b) *Registration and Decasualisation.*—The scheme for the decasualisation of Port labour was completed during the year under review. It was not, however, possible to put this Scheme into operation before the close of the year due to the fact that the necessary powers will not be available till the Port of Colombo Administration Bill is passed by the Legislature. In the circumstances, as many aspects of the Scheme as could be materially introduced without upsetting the equilibrium of the present system, were brought into operation.

During the year under review, the Labour Pool recruited 162 registered workers from Category C.

(c) *Wages.*—At the beginning of 1949 wages and conditions of employment were as laid down by the Competent Authority in the Port of Colombo Handbook, but during the course of the year a Wages Board was set up for the Dock, Harbour and Port Transport Trades. This Wages Board was created under the provisions of Ordinance No. 27 of 1941 and was composed of an equal number of workers' and employers' representatives and a number of official members. It was found, however that this Wages Board, after conducting deliberations for a considerable length of time, could not arrive at any concrete decisions. Later, this department placed before the Wages Board a scheme whereby a piece rate-cum-guaranteed monthly wage could be made applicable to all grades of workers in the Port. The Wages Board, however, for the time being only decided on fixing the guaranteed monthly rate recommended by this department, with modifications, but without the piece rates. The only exceptions were the piece rates laid down by the Wages Board for lightermen. The result was that the minimum monthly rates, without details as to the rates applicable to normal hours of work, overtime, &c., had to be applied in conjunction with those already laid down by the Competent Authority in the Port of Colombo Labour Handbook. The stevedore workers took exception to the question of setting off night earnings for purposes of computation of the minimum wage

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as prescribed in the Wages Board Ordinance. Their subsequent refusal to do night work in November brought to an end the tranquility of the Port, which had existed since 1947.

(d) *Cargo and Coal Labour Pools.*—The two Labour Pools continued to function, the cargo pool smoothly, but the coal pool with difficulty. The difficulties in the coal pool were increased by the introduction of the policy of Ceylonisation with vigour. Non-Ceylonese labour who were, more or less, the backbone of the coal pool, were refused admission and attempts were made to place Ceylonese workers in their stead. These attempts, which were persistently made both by the employers and this department, did not meet with any measure of success, as the following figures will reveal.

During the year under review, 2,733 Ceylonese were recruited for work in the Coal Grounds, both by the employers, as well as by this department, but only 212 remained in employment at the end of 1949. These recruitments were made through the Employment Exchange and from outside, but the result in each case was the same. It was observed that the difficulty was more pronounced in the shore section, and in the circumstances a perpetual shortage of coal labour was experienced.

A close study made within the course of the year revealed the fact that owing to the spasmodic nature of the availability of employment in regard to bunkering, the purpose would be better served, both efficiently as well as economically, by forming a bunkering pool. Labour for bunkering is now, therefore, supplied only from the Pool. Even this plan has not brought about the measure of success that was anticipated, due to the scarcity of labour, and until such time as the mechanisation of the coal section comes into operation, these difficulties will undoubtedly continue to exist.

However, it can be said that these two Pools assist materially in the process of the decasualisation of labour and they supplement, at a moment's notice, shortages in the Port when peak periods of work are reached.

(e) *Welfare.*—Meals of a sufficient quantity and adequate quality continued to be issued free of charge to all port workers, two substantial meals being provided, one during the day and the other at night. In addition, tea is also provided free of charge to certain workers by employers as a matter of custom, though no legal obligations exist to make it compulsory. Rice was made available on permits issued by this department to employers of labour at controlled prices and this gave employers a full opportunity of economically supplying a good meal to their employees. Certain employers, however, preferred to get the standard meal from the Marketing Department.

The issue of meals was supervised and, when necessary, pressure was brought to bear upon those employers, who used unclean and uncovered food containers to convey food, to provide better utensils. The examination of meals was carried out from time to time, and any shortcomings were promptly brought to the notice of the employers concerned and matters put to right.

About 23 canteens are being operated in the various centres of the Port. They come under the supervision of the department and continue to serve a most useful purpose in providing workers with tea and other light refreshments.

Workers in both the cargo and coal sections are also provided with bathing troughs and shower baths, in addition to wells. Rest sheds have been built for the use of commercial labour and they are placed in charge of a Canteen Supervisor. These measures, therefore, enable the workers to have their meals in clean and healthy conditions, with protection from sun and dust.

(f) *Labour Unrest.*—During the year under review, unrest among the harbour workers was almost nil save the incident referred to earlier amongst stevedore labour, which occurred during the last two months of the year. Apart from this, only one other dispute took place. This was a dispute between the management of the Ceylon Wharfage Co., Ltd., and their employees in Colombo and at the Company's boatyard at Mattakuliya, on account of the retrenchment of about 40 men, due to lack of work. A conference was held between the Workers'

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Union and the Company, the dispute being settled on the Company agreeing to discharge the redundant workers in batches over a period and not all at the same time.

(g) *Ceylonisation*.—The policy of Ceylonisation adumbrated by the Ministry was vigorously pursued during the year. The following figures will illustrate the progress made in this direction.

		Ceylonese	Non-Ceylonese	Total
On September 1, 1948	...	1,979	4,498	6,477
On September 1, 1949	...	8,831	3,747	7,578
On December 31, 1949	...	3,798	3,684	7,482

As usual, the staff of this department continued to give proof of their loyalty and hard work in meeting the ever increasing volume of business of the Port. The past year also saw the climax of four years of planning for the modernisation of the Port which will ensure its efficiency in years to come. The department now looks forward to the first year of the second half of the century with the hope that it will mark the beginning of a new chapter in the history of the Port of Colombo.

P. A. J. HERNU,
Chairman,
Colombo Port Commission.

Colombo Port Commission,
Colombo, May 1, 1950.

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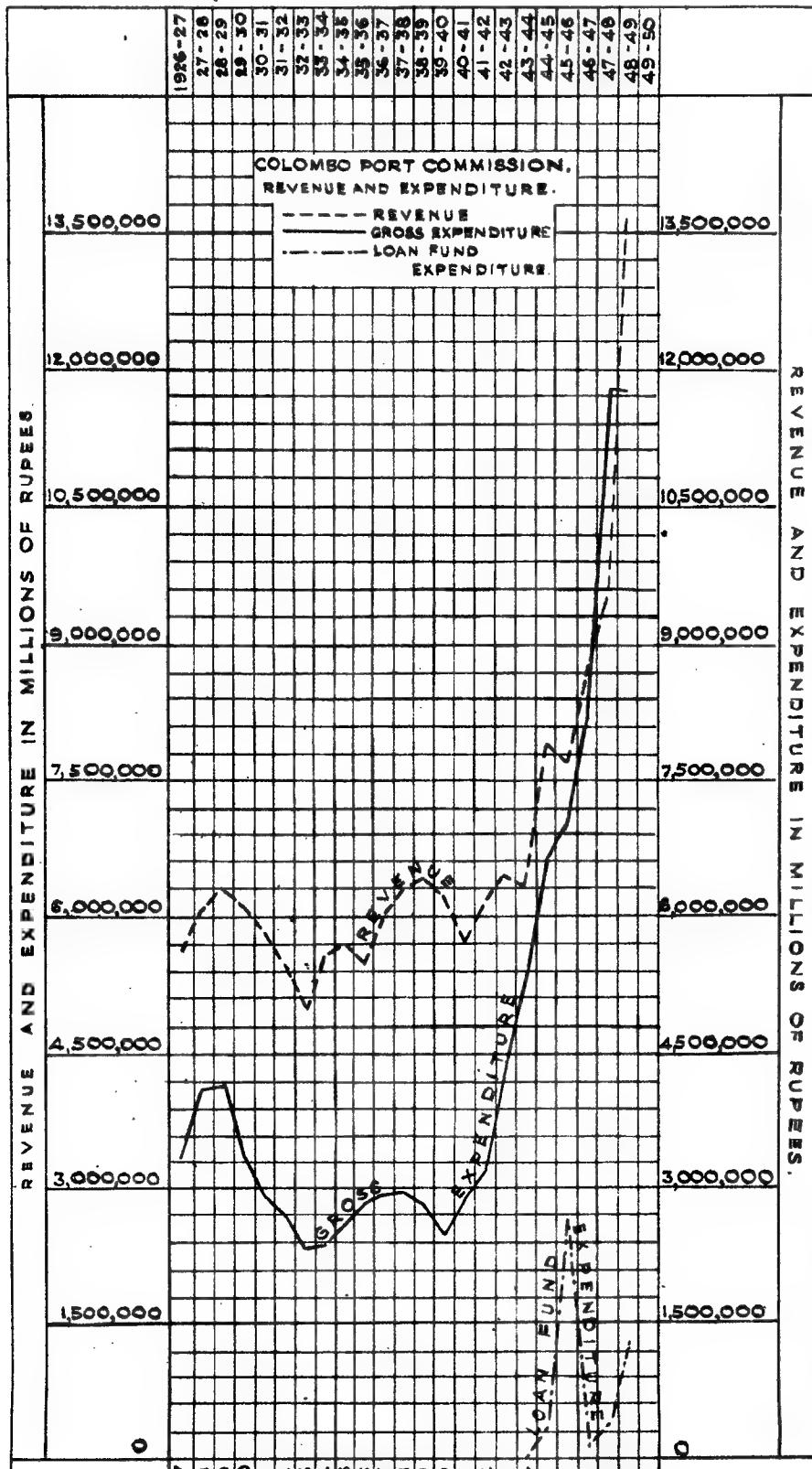
APPENDIX A

REVENUE AND EXPENDITURE

Statement of—

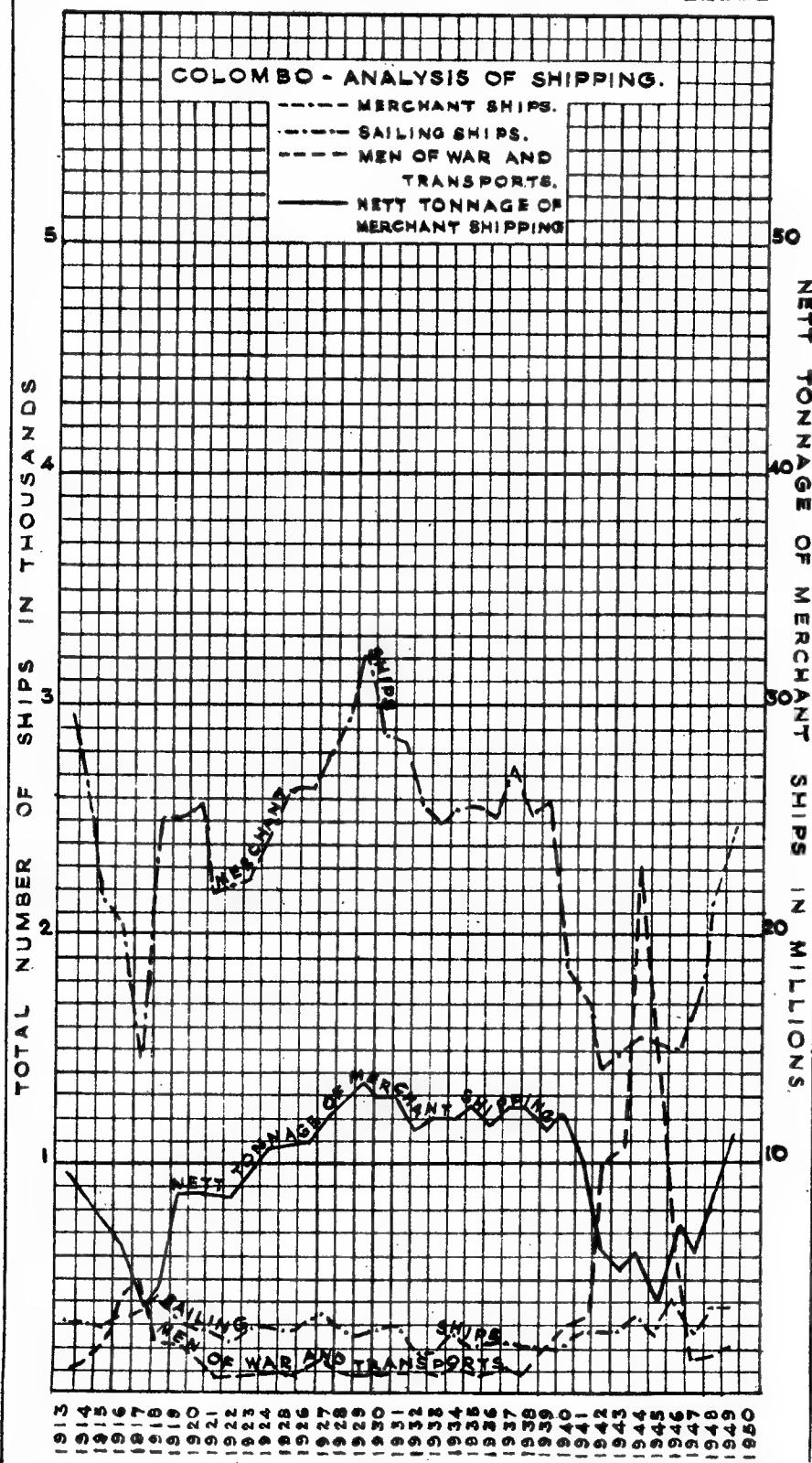
(a) Revenue and Expenditure for the Financial Years 1940-41 to 1948-49; and
(b) Estimated Revenue and Expenditure for the Financial Year 1949-50.

Year		Revenue Rs.	Expenditure Rs.
1940-41	...	5,558,376	2,803,739
1941-42	...	5,883,333	3,263,231
1942-43	...	6,348,518	4,489,599
1943-44	...	6,299,260	5,499,912
1944-45	...	7,950,773	6,630,978
1945-46	...	7,780,173	7,317,219
1946-47	...	8,888,885	8,215,719
1947-48	...	9,992,961	11,792,666
1948-49	...	18,685,812	11,721,531
1949-50	...	14,735,000 (Estimated)	12,590,844 (Estimated)



APPENDIX "C"

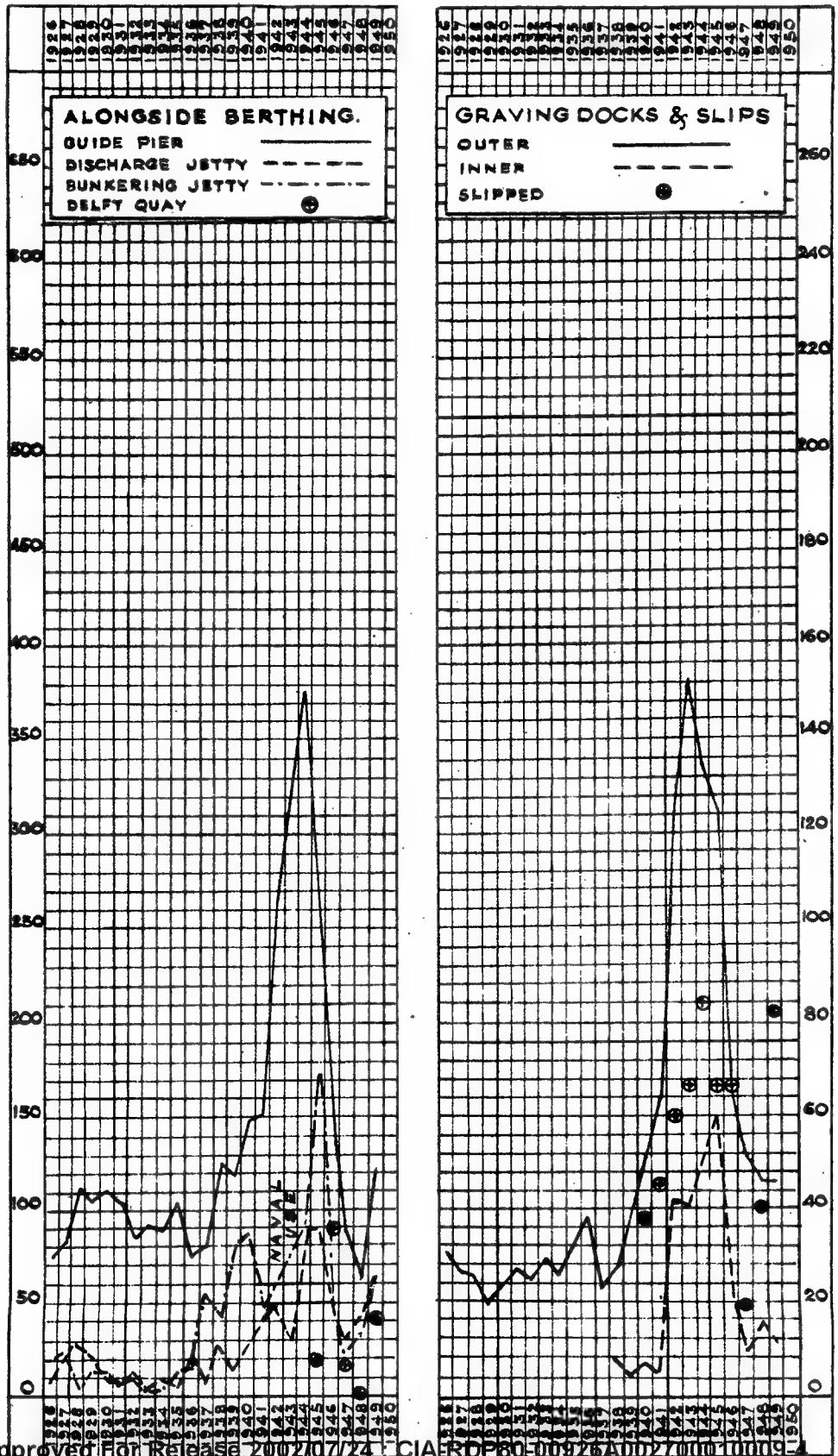
Approved For Release 2002/07/24 : CIA-RDP80-00926A002700010009-4



Printed by Survey Dept. Ceylon, May 1950.

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APPENDIX D APPENDIX E



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APPENDIX "F"

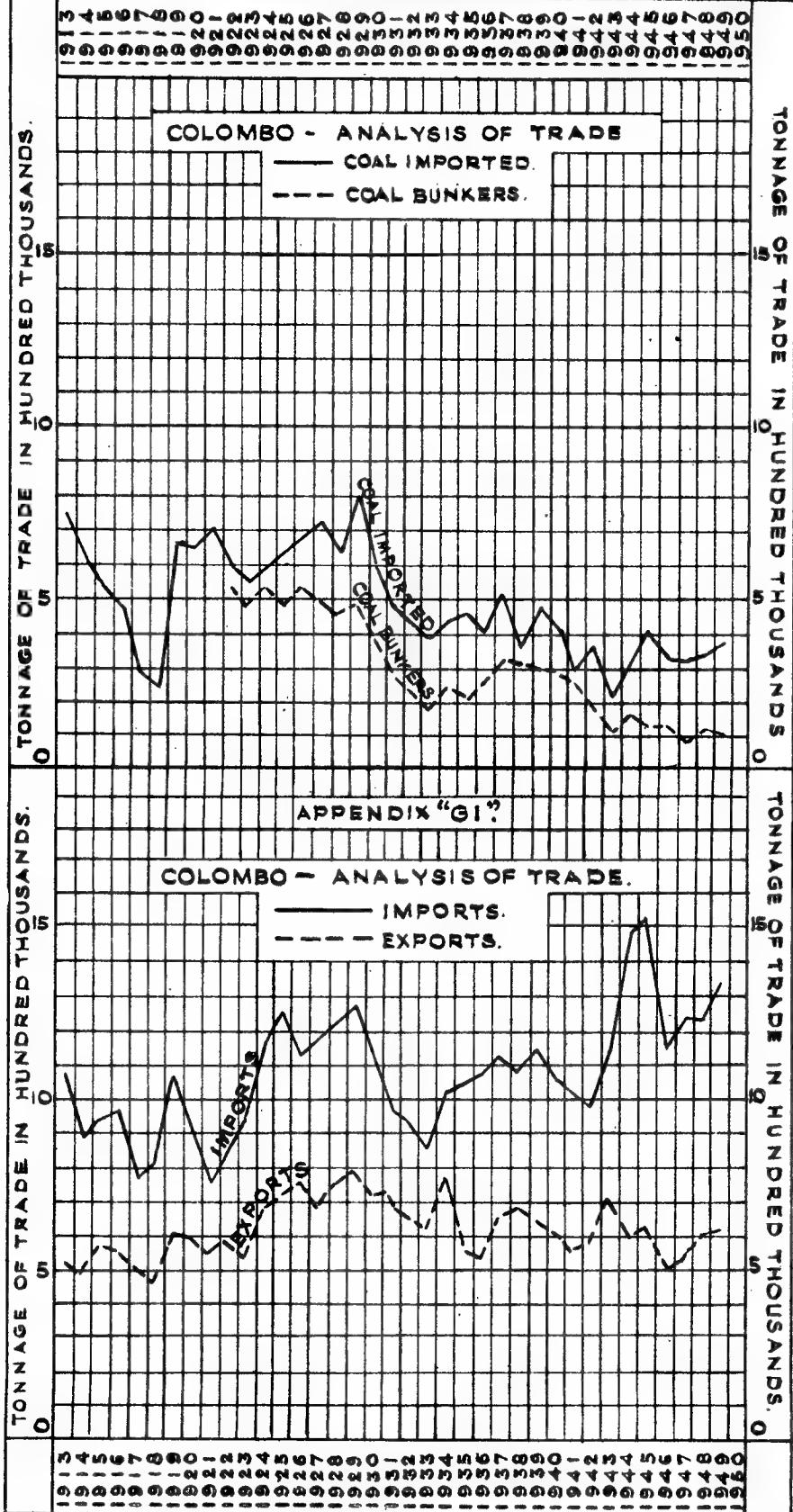
COAL TONNAGES

(i) Coal Imports.

		1948	1949
		<i>Tons</i>	<i>Tons</i>
January	..	27,310	22,053
February	..	24,576	13,562
March	..	20,492	26,797
April	..	24,074	27,797
May	..	27,280	37,085
June	..	29,003	35,852
July	..	28,021	34,002
August	..	26,942	50,043
September	..	41,118	44,661
October	..	25,809	37,268
November	..	40,604	30,750
December	..	38,507	18,867
Total ..		353,736	378,737

(ii) Coal Bunkers.

	1948		1949	
	<i>No. of ships bunkered</i>	<i>Tons</i>	<i>No. of ships bunkered</i>	<i>Tons</i>
January	31	..	24	..
February	40	..	28	..
March ..	48	..	38	..
April ..	39	..	50	..
May ..	39	..	29	..
June ..	33	..	39	..
July ..	40	..	38	..
August	34	..	39	..
September	38	..	31	..
October	39	..	36	..
November	34	..	29	..
December	41	..	23	..
Total ..	456	..	398	..
		115,107 $\frac{1}{4}$		111,064



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APPENDIX "G"

CARGO TONNAGES

(i) Summary of Imports.

	1948		1949	
	No. of Vessels	Tons	No. of Vessels	Tons
January ..	75	101,918	104	101,696
February ..	91	129,744	109	136,365
March ..	84	100,407	129	172,356
April ..	84	118,997	113	133,956
May ..	95	122,203	116	112,933
June ..	81	88,132	111	112,478
July ..	97	105,426	106	100,726
August ..	89	81,956	125	91,358
September ..	107	93,960	118	71,070
October ..	109	85,467	145	97,876
November ..	101	105,335	146	119,493
December ..	111	109,214	122	97,023 $\frac{1}{2}$
Total ..	1,124	1,242,759	1,444	1,347,330 $\frac{1}{2}$

(ii) Summary of Exports.

	1948		1949	
	No. of Vessels	Tons	No. of Vessels	Tons
January ..	62	42,997	85	55,605
February ..	65	45,999	94	43,365
March ..	80	43,686	96	40,937
April ..	70	38,421	101	41,331
May ..	86	46,886	108	55,044
June ..	81	48,641	91	60,953
July ..	93	63,900	100	53,651
August ..	94	48,260	112	52,126
September ..	113	46,502	108	44,853
October ..	98	60,815	114	62,826
November ..	97	51,749	115	60,353
December ..	98	63,717	108	53,449
Total ..	1,037	601,573	1,232	624,493

APPENDIX "H"

OIL TONNAGES

(i) Summary of Liquid Fuel Imports.

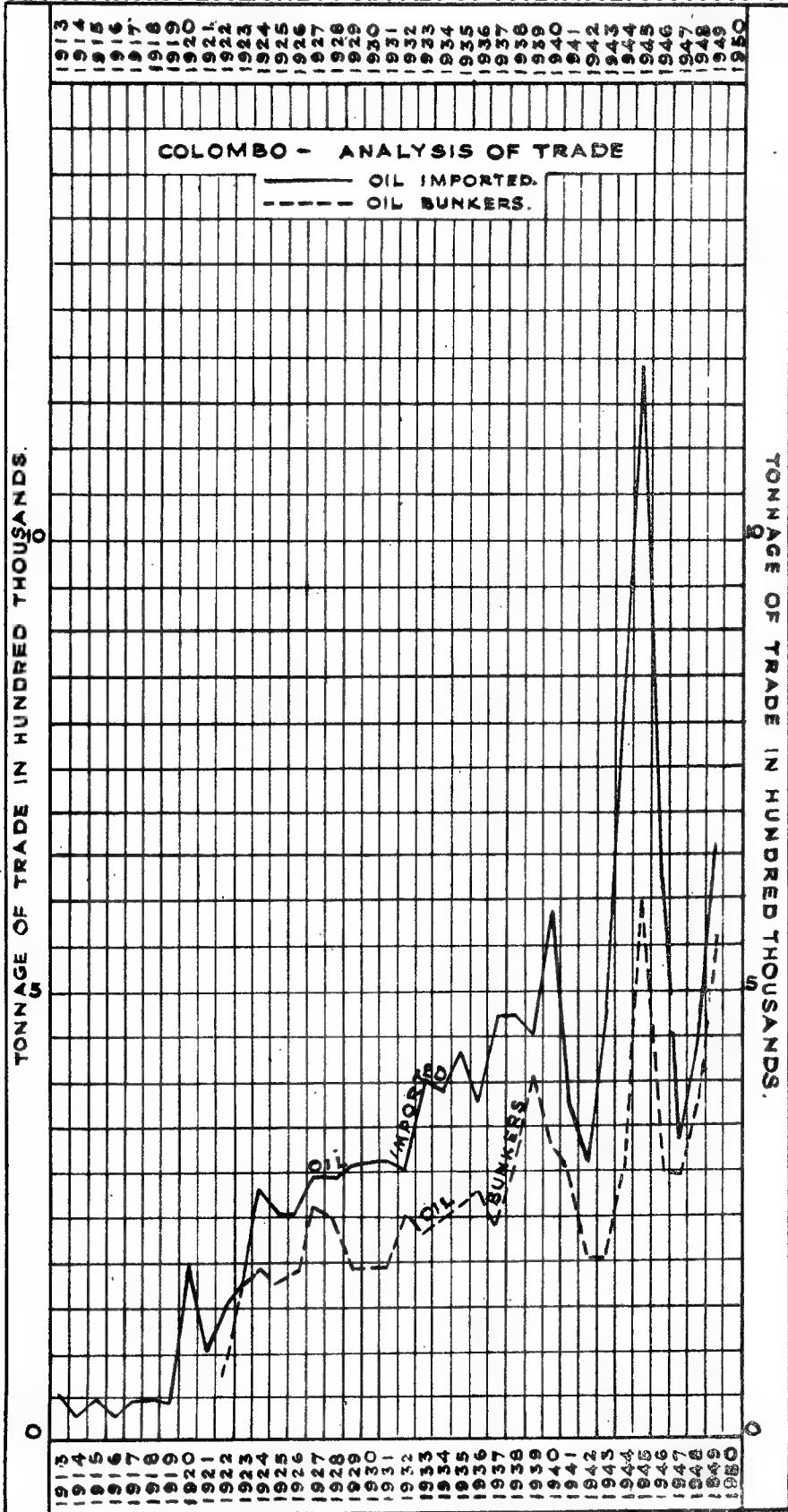
	1948			1949		
	No. of Tankers	Tons discharged		No. of Tankers	Tons discharged	
January	4	36,995		6	58,576	
February	1	10,294		6	49,668	
March	6	59,172		4	39,444	
April	3	36,216		6	71,909	
May	6	57,825		4	38,693	
June	5	43,892		8	76,451	
July	4	35,058		4	37,383	
August	4	26,289		4	51,697	
September	5	46,398		5	57,030	
October	5	38,233		7	71,019	
November	3	23,207		9	72,128	
December	3	31,279		5	44,853	
Total	49	444,858		68	668,850	

(ii) Liquid Fuel Bunkers to Ships. (Exclusive of Naval bunkers.)

	1948		1949	
	No. of ships bunkered	Tons	No. of ships bunkered	Tons
January	75	36,968	73	33,161
February	67	27,000	90	32,996
March	70	34,157	102	43,463
April	63	23,973	89	43,833
May	81	25,373	105	41,549
June	58	24,039	97	45,217
July	76	30,955	106	46,811
August	73	26,768	134	57,294
September	72	29,041	114	48,092
October	92	33,157	163	75,044
November	105	42,029	110	47,248
December	97	37,462	116	49,284
Total	929	370,922	1,299	563,992

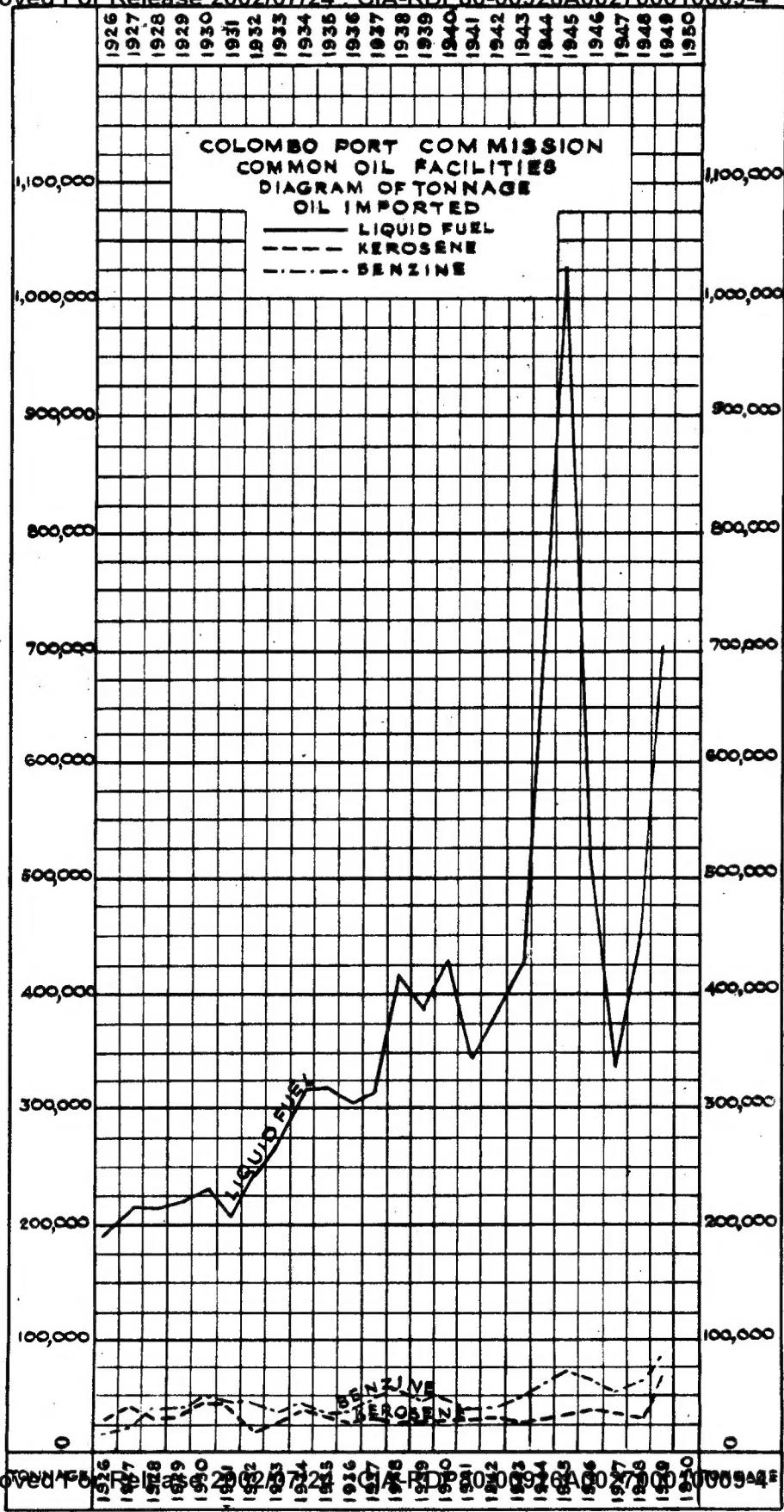
APPENDIX "H"

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APPENDIX "I"

WATER SUPPLIED TO VESSELS

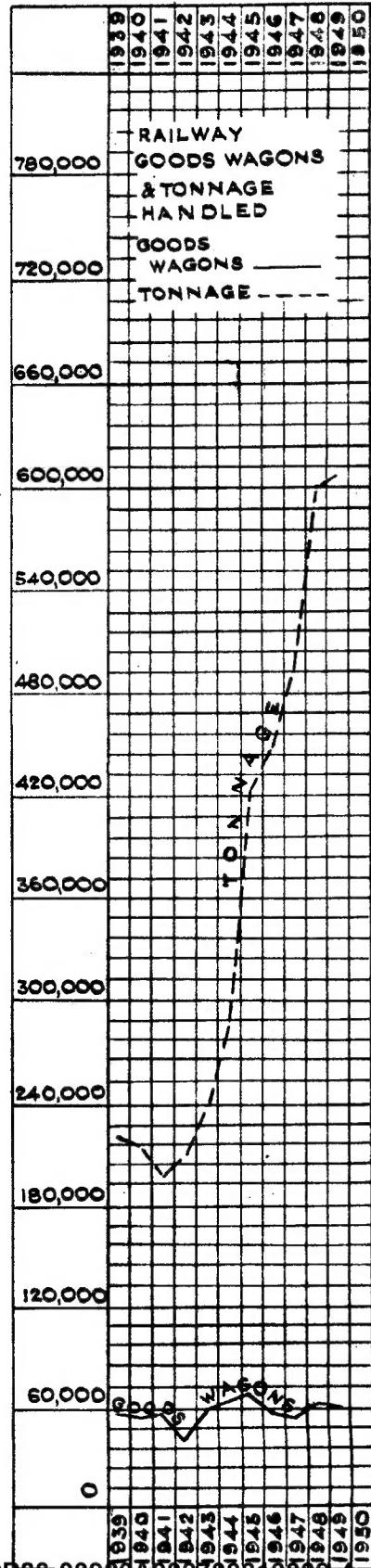
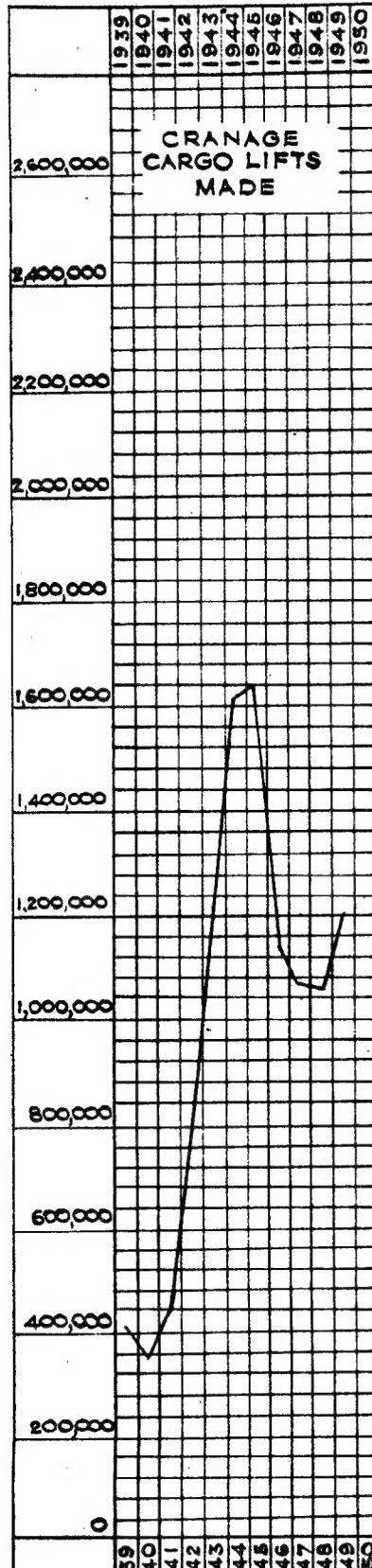
	1948		1949	
	No. of Vessels	No. of Tons	No. of Vessels	No. of Tons
January	176	40,676	176	41,135
February	178	44,088	175	48,890
March	192	42,014	222	52,812
April	176	32,132	195	49,702
May	193	42,372	204	57,338
June	147	32,941	206	57,125
July	183	40,728	202	51,140
August	174	39,158	226	66,871
September	178	47,514	224	58,601
October	202	42,002	234	58,030
November	191	40,047	242	56,496
December	208	47,490	229	57,524
Total	2,192	491,162	2,535	655,664

APPENDIX "J"

GOODS TRAFFIC THROUGH THE LAKE TO HARBOUR CANAL

	1948		1949	
	Imports Tons	Exports Tons	Imports Tons	Exports Tons
January	2,642	7,224	330	8,619
February	1,065	9,164	75	6,881
March	8	6,797	—	5,955
April	66	6,659	5,546	8,282
May	1,739	8,690	465	8,529
June	17	9,472	151	8,989
July	1,080	9,139	360	8,014
August	745	5,120	524	7,852
September	54	7,151	685	7,196
October	123	8,744	1,020	9,249
November	912	7,559	611	7,515
December	446	8,055	1,715	8,780
Total	8,887	93,744	11,482	95,861

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